

Henry "Hap" Connors Jr.  
Spotsylvania County Board of Supervisors  
Chancellor District  
P.O. Box 99  
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Spotsylvania, VA 22553

September 20, 2005

MEMORANDUM

TO: I-95 HOT Lane ADVISORY PANEL MEMBERS  
FROM: Henry "Hap" Connors Jr.  
Vice-Chairman, Spotsylvania County Board of Supervisors  
Chairman, Fredericksburg Area Metropolitan Planning Organization  
(FAMPO)  
RE: Support for Clark/Shirley HOT Lane Proposal

Because of work demands, I am unable to attend your September 21 public hearing in Woodbridge. So, I am submitting my comments in writing to explain why I support the Clark/Shirley proposal for the I-95 HOT Lanes.

Although I am writing to you in my capacity as one member of the Spotsylvania County Board of Supervisors, my roles at FAMPO and RADCO have given me the opportunity to become immersed in transportation issues not only in my county, but also in the region. I have been privy to many studies and advocated the pursuit of additional studies and solutions, all of which speak to the increased local and through, or mainline, traffic congestion along I-95. It is not only the major corridor along the east coast; I-95 has also become this region's, and especially Spotsylvania County's, favorite local road. I have seen some state and federal studies showing that local traffic going from Route 17 in Stafford to Route 1 in Spotsylvania (Massaponax) is over 40,000 average daily trips (ADT); mainline traffic is over 100,000 ADT. At FAMPO, we are pursuing a variety of solutions, all of which are underscored by the fact that the local traffic has to merge with I-95's mainline traffic. So, it seems to other FAMPO members and me that we have to find solutions that keep local and mainline traffic separate, while adding mainline capacity.

Earlier this year, FAMPO agreed to refresh a 2002-2003 study on the HOV and CD lane solutions. We wanted to reaffirm what the findings of that study, which showed that CD lanes incorporated with general purpose lanes addressed our local traffic needs, while maintaining mainline traffic flow.

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The Clark/Shirley proposal balances local needs with our commuter and mainline needs quite well, which is why I support it. As I understand the proposal, all construction of CD lanes is within the existing median. The CD and general-purpose lanes allow for additional growth (e.g., more lanes) to be addressed with minimal impacts in the future. Moreover, our residents will not have to pay a toll for the convenience of driving within the CD lanes along Routes 17, 3 and 1.

In summary, the Clark/Shirley proposal is financially sound and conservative and is the best solution for drivers in Spotsylvania County and our region. I would only add to what Stafford County and Fredericksburg officials have said: please do not wait to address our needs until the very end. We are choking now, and we would hope that any decision by the panel acknowledges and addresses this very sobering fact. Thank you, and if you have any questions, please contact me on my cell phone at 540-760-7880.